

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office 1 SEP 1924

Date of completion of report 29th August 1924 Port of Newcastle-on-Tyne No. 48237.
Survey held at Wallsend-on-Tyne Date, First Survey 6th September 1923 Last Survey 25th August 1924

On the (Single, Twin, or Triple Screw) Motor Vessel, "Silverlarch" Rig Schooner.
TONNAGE under 4699.68
Tonnage Deck...
Do. between Tonnage Dk. and 2nd Dk. 107.17
Total under Upper Dk. 4699.68
Do. of Deep Hold below 107.17
Do. of R.Q.Dk. 65.68
Do. of Forecastle Lower 23.88
Do. of Houses on Dk. 201.40
Do. of excess of Hatchways 24.29
Do. above Crown of Engine Room 5122.10
Gross Tonnage 5122.10
Less Crew Space 203.17
Less above Crown of Engine Room 5122.10
TONNAGE FOR FEES 5122.10
Less Engine Room 1639.07
Less Navigation Spaces 195.64
Register Tonnage 3084.22
CLASS 100.A.1. FEET.
Breadth (greatest moulded) 55.0
Depth, at middle of length from top of keel to top of upper deck beams at side 28.625
Transverse Number 14650
Length on deck from fore part of stem to after part of stern post 400.0
Longitudinal Number 36660
Depth "d," at middle of length (See Secs. 2 & 13) 15.21
Proportions—Depth to Length—Upper Deck Beam at side to top of keel 10.52
" " Long Bridge Deck Beam at side to top of keel
Master
Year of appointment
Built at Wallsend-on-Tyne.
When built 1924 Launched 15th July 1924
By whom built Swan Hunter & Wigham Richardson.
Owners The Mount Steamship Co. Ltd.
Managers Stanley & John Thompson Ltd.
(Where necessary to be entered in Reg. Book.)
Residence 2 Fenchurch Avenue, London E.C.3
Port belonging to London.

Destined Voyage New York. Surveyed while Building, Afloat, or in Dry Dock. Built under Special Survey.
LENGTH on Deck as per Rule 400 0/ BREADTH Moulded 55 0/ DEPTH, ACTUAL—Top of Floor to top of Upper Dk. Beams 26 2 1/2
Do. do. do. do. Second Dk. Beams 26 2 1/2
Moulded depth, ft. 28 ins. 7 1/2 To Bridge Dk. Round of Upper Dk. Beam, Actual 14 ins.
Moulded depth, ft. 38 ins. 0 To Upper Dk. Dk. Beam, Actual 14 1/2

FRAMING.						TUBULAR. PILLARS. (2 plates, E.W.)					
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Engine Room 12x4x4x7	12x4x4x7	12x4x4x7	12x4x4x7	12x4x4x7	12x4x4x7	PILLARS In 'tween Deck, size and spacing					
FRAME, Angles, or [or] Bars amidships	9 1/2	3 1/2	5 1/4	9 1/2	3 1/2	5 1/4	None.				
Do. in peaks	7 1/2	2 1/2	3 3/8	7 1/2	2 1/2	3 3/8	None.				
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	4 1/4	3 1/2	3 1/2	4 1/4	(2 Rows) Quarter 'tween Dks.,				
" " B.A. at intermed. Plats.	9 1/2	3 1/2	5 1/4	9 1/2	3 1/2	5 1/4	(2 Rows) " in Hold				
Spacing of Frames from centre to centre amidships	3 1/2					3 1/2	all pillars wide spaced as per plan.				
" " " from 1/2 length to Collision bulkhead	27					27	KEELSONS & STRINGERS.				
" " " in peaks	24					24	CENTRE LINE KEELSON, Vertical Plate above				
REVERSED FRAME, Angles.. (Channels, E.R.) B.A. Frames	3 1/2					3 1/2	Rider Plate				
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	4 1/4	3 1/2	3 1/2	4 1/4	Flat Plate Keel Angles				
" " B.A. at intermed. Plats.	9	3	5 1/4	9	3	5 1/4	Horizontal Plates on Floors				
FRAMING, depth of girder	Frames B.A. (Channels, E.R.)						Angles or Bulb Angles				
FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships	Frames B.A. (Channels, E.R.)						SIDE KEELSONS, Number				
" " in way of Engine and Boiler Spaces	Frames B.A. (Channels, E.R.)						Angles or Bulb Angles				
" thickness at the ends of vessel	Frames B.A. (Channels, E.R.)						Plate above floors, for length				
" depth at 1/2 the half breadth, as per Rule	Frames B.A. (Channels, E.R.)						Intercoastal Plate, for length				
" height extended at the Bilges	Frames B.A. (Channels, E.R.)						Attached to outside Plating with Angle				
FLOORS in Cell. Double Bottoms (Under Engines)	Frames B.A. (Channels, E.R.)						BILGE KEELSON, Angles				
" state if flanged (top & bottom)	Frames B.A. (Channels, E.R.)						Intercoastal Plate for length				
" Spacing of Solid floors	Frames B.A. (Channels, E.R.)						SIDE STRINGERS, Number				
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	Frames B.A. (Channels, E.R.)						Angle				
" " Angles, Top	3 1/2	3 1/2	5 1/4	3 1/2	3 1/2	5 1/4	Intercoastal Plate, for full length				
" " Bottom	4	4	6 0	4	4	6 0	Attached to outside plating with Angle				
" " to Floors	3 1/2	3 1/2	4 1/4	3 1/2	3 1/2	4 1/4	Upper Deck Stringer Plate, br'dth & thickness				
Flanged Brackets at intermed. frang., width & thkness	39	42	39	42	39	42	(clear of Bridge)				
SIDE GIRDERS, number on each side & thickness	One 42					One 42	br'dth & thickness				
" state if flanged (top and bottom)	No flanging						(in way of Bridge)				
" " Angles (top and bottom)	3 1/2	3 1/2	4 1/4	3 1/2	3 1/2	4 1/4	Angle (clear of Bridge)				
" " to Floors	3	3	4 0	3	3	4 0	Plates at sides of Hatchway				
MARGIN PLATE, depth (exclusive of flange) and thickness	36	54	36	54	36	54	Deck, Iron or Steel, for full lng.				
" " Angle to Outside Plating	3 1/2	3 1/2	5 1/4	3 1/2	3 1/2	5 1/4	Thickness (clear of Bridge)				
" " Floors	3 1/2	3 1/2	4 1/4	3 1/2	3 1/2	4 1/4	(in way of Bridge)				
Flanged Brackets at intermed. frang., width & thkness	Frames B.A. (Channels, E.R.)						Wood Deck. Material & thickness				
" Height of Outside Brackets above at bilge	2' 5" x 42	2' 5" x 42	2' 5" x 42	2' 5" x 42	2' 5" x 42	2' 5" x 42	Second Deck Stringer Plate, br'dth & thickness				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	53	52	53	52	53	52	Angles on ditto, No.				
" " in Engine and Boiler space	1' 8" x 52	1' 8" x 52	1' 8" x 52	1' 8" x 52	1' 8" x 52	1' 8" x 52	Tie Plates outside Hatchways				
" " Remainder in Holds	1' 4" x 44	1' 4" x 44	1' 4" x 44	1' 4" x 44	1' 4" x 44	1' 4" x 44	Deck, Iron or Steel, for full lng.				
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7x3x3x40	7x3x3x40	7x3x3x40	7x3x3x40	7x3x3x40	7x3x3x40	Wood Deck. Material & thickness				
" " In way of Long Bridge	6x3x3x42	6x3x3x42	6x3x3x42	6x3x3x42	6x3x3x42	6x3x3x42	Third Deck Stringer Plate, br'dth & thickness				
" " Spacing	Every frame.						Angles on ditto, No.				
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8x3 1/2x3 1/2x50	8x3 1/2x3 1/2x50	8x3 1/2x3 1/2x50	8x3 1/2x3 1/2x50	8x3 1/2x3 1/2x50	8x3 1/2x3 1/2x50	Tie Plates outside Hatchways				
" " Spacing	Every frame.						Deck, Material and thickness				
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8x3 1/2x3 1/2x50	8x3 1/2x3 1/2x50	8x3 1/2x3 1/2x50	8x3 1/2x3 1/2x50	8x3 1/2x3 1/2x50	8x3 1/2x3 1/2x50	Poop Deck Stringer Plate, breadth & thickness				
" " Spacing	Every frame.						Angle on ditto				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	Tie Plates				
" " Spacing	Every frame.						Deck, Material and thickness				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	Bridge Deck Stringer Plate, br'dth & thickness				
" " Spacing	Every frame.						Angle on ditto				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2 3 42	8 1/2 3 42	8 1/2 3 42	8 1/2 3 42	8 1/2 3 42	8 1/2 3 42	Tie Plates				
" " Spacing	Every frame.						Deck, Material and thickness				

If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

Lloyd's Register
602568-002576-0062 1/2

WEB FRAMES.	Inches in Ship.	Inches in Ship.	Inches per Rule. Or as approved.	Inches per Rule. Or as approved.	FORGINGS or CASTINGS.	Inches in Ship.	Inches per Rule. Or as approved.
WEB-FRAMES, In Fore Body, No. and spacing	Three wls at fore end of				KEEL, Bar, depth and thickness	Flat Plate Heel.	
" " " brdth. & thickness	Fore Hold 30x50		30x50		STEM, moulding and thickness	9 3/4 x 2 1/2.	9 3/4 x 2 1/2.
" " " No. of Side Stringers	See page 1. Two	30x40	30x40		STERN-POST for Rudder do. do.	9 x 7 1/2.	9 x 7 1/2.
WEB-FRAMES, In E. & B. Space, No. & spacing	One	One			" " for Propeller	10 1/2 x 7 3/4.	10 1/2 x 7 3/4.
" " " brdth. & thickness	42	50	42	50	RUDDER—A x D* Table 22. Speed	10 K.	130 x 4.72 = 613.6
WEB-FRAMES, In After Body, No. and spacing					" " Main-Piece, diameter at head	11.	11.
" " " brdth. & thickness					" " " at heel	8 1/2.	8 1/2.
" " " No. of Side Stringers							
" " " Size of Face Angles to Web-Frames	Fore Hold 4x38x54	4x38x54	4x38x54	4x38x54			
BRACKET PLATES to Stringers between Web Frames, depth and thickness	Fore Hold 4x38x54	4x38x54	4x38x54	4x38x54			
	30x40		30x40				

BULKHEADS.	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up, state deck.
	Vessel.	Per Rule.	Horizontal. Vertical.		
		Inches.	Size. Spacing. Size. Spacing.		
W.T. BULKHEADS					
No 36/37	1	1	29/42 3rd Deck 10 1/2 x 30 x 48	34. S.	2nd D.
No 54	1	1	29/46 D. 1st Semi-bulk 10 1/2 x 30 x 48	34. S.	2nd D.
No 70	1	1	29/45 2nd Semi-bulk 10 1/2 x 30 x 48	34. S.	2nd D.
No 93	1	1	29/43 3rd Deck 10 1/2 x 30 x 48	34. S.	2nd D.
No 123	1	1	29/44 D. 1st Semi-bulk 10 1/2 x 30 x 48	34. S.	2nd D.
No 7/8, 2nd Peak	1	1	29/48 D. 1st Semi-bulk 10 1/2 x 30 x 48	34. S.	2nd D.
" COLLISION (149)	1	1	28/56 2nd Deck 10 1/2 x 30 x 48	34. S.	2nd D.
PARTITION					
N.J. LONGITUDINAL					
in Deck 54-70			28/56 2nd Deck 10 1/2 x 30 x 48	34. S.	2nd D.
Lower Deck 54-70			28/56 2nd Deck 10 1/2 x 30 x 48	34. S.	2nd D.
Are the outside Plates doubled two spaces of Frames in length?					
Are the Sluice Valves and Watertight Doors in efficient working order?					

RUDDER, how constructed	Forged & built with vertical flange at top
Thickness of Plates or Single Plate	1.10.1
Can the Rudder be unshipped afloat?	Yes.
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?	Open hearth process.
Dorman Long, Bolekew Vaughan, South Durham.	
Cargo Fleet, Skinning row.	
Has the Steel been tested as required by the Rules?	Yes.

PLATING.										RIVETING.											
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.									
		AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Ordinary or joggled? <i>Ordinary.</i>		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAFS.		IF LAPPED.			
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.				
		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Feet.				
FLAT PLATE KEEL.....		52	.78	.68	.68	52	.78/.68	Double	6	1	3 1/2	Quad 1/2	1	4	—	—	14	Ends Treble			
GARBOARD OF A Strake		72	.60	.60	.60		.60/.50	"	5 1/2	7/8	3 1/2	Treble 7/8	7/8	3 1/2	—	—	9	7 L			
State actual thickness in way of Double Bottom.		B	78	.60	.50	.68	.60/.50	"	"	"	"	"	"	"	—	—	"	"			
		C	78	.60	.50	.60	.60/.50	"	"	"	"	"	"	"	—	—	"	"			
		D	68	.60	.54	.56	.60/.50	"	"	"	"	"	"	"	—	—	"	"			
		E	7 1/2	.60	.50	.60	.60/.50	"	"	"	"	"	"	"	—	—	"	"			
		F	76	.60	.46	.46	.60/.46	"	"	"	"	"	"	"	—	—	"	"			
		G	78	.60	.46	.46	.60/.46	"	"	"	"	"	"	"	—	—	"	"			
		H	78	.60	.46	.46	.60/.46	"	"	"	"	"	"	"	—	—	"	"			
		J	78	.60	.46	.46	.60/.46	"	"	"	"	"	"	"	—	—	"	"			
		K	70	.64	.46	.46	50 1/2 .64/.46	Double	5 1/2	7/8	3 1/2	Quad 1/2	"	3 1/2	—	—	12	Ends Treble			
Sheerstrake		L	51	.66	.46	.46	51 .66/.46					Quad 1/2	7/8	3 1/2	—	—	12	Ends Treble			
		M																			
		N																			
		O	Midship thickness maintained to Collision B.H.																		
		P																			
		Q																			
		R																			
		S																			
		T																			
		U																			
		V																			
		W																			
THICKNESS OF STRAKES																					
CLEAR OF LONG BRIDGE																					
DO. OF STRAKE BELOW																					
DO. OF FLAT PLATE KEEL																					
Sheerstrakes																					
Length and thickness.																					
POOP SIDES38		.38	Single	2 1/2	3/4	3	Double	3/4	2 5/8	—	—	5	7 L.			
SHORT BRIDGE SIDES ...																					
FORECASTLE SIDES42			.42	Single	2 1/2	3/4	3	Double	3/4	2 5/8	—	—	5	7 L.			

* Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck	Butts, Treble riveted for full length amidship.	Butts of Side Stringers	✓ riveted.
Stringer Plate	Straps, single, double or overlapped for full length amidship.	" Tie Plates	✓ riveted.
Second Deck	Butts, Double riveted for full length amidship.	Inner Bottom Plating, riveting of Edges	Double, Centre Strake Treble & L.
Stringer Plate	Straps, single or overlapped for full length amidship.	Centre Girder Butts, Treble, F.L. riveted.	Keelson Butts, ✓ riveted.
3rd Deck		Frames, riveted through Plates with 7/8 in. Rivets, about 6 D. apart.	
Stringer Plate		Rivets, state whether Iron or Steel	Peaks & Deep Tank = 5 1/2 D. at 27" frame spacing = T.D.

FRAMES extend in one length from Centre Line to Margin Plate & thence to Gunwale. State if ordinary or joggled Joggled ex peaks.

REVERSED FRAMES on floors and frames extend from Centre Line to margin Plate.

Frame legs = Bull angle & channel in E.R. State if ordinary or joggled Joggled in D.B.

MASTS, SPARS, &c.											
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	Steel	47'-7"	26 x ⁴⁴ / ₄₆	26 x ⁴⁴ / ₄₆	22 x 40	Two			Single	Treble & Double
	Main	"	50'-4"	25 x 42	25 x 42	21 x 36	"	✓	✓	"	"
	Mizen										
Boomsprit											
Topmasts, Yards and Remainder of Spars Pine. Deivices - Mannerman Tubes. 25 ton Deivice - built.											
Rigging, Material and Size, Shrouds Fore = 6" x 4". 3 S.V. wide spaced. Main = 4". 3 S.V. Stays Fore = None. Main = 4". Topmast = 2"											
Sails. None											
Sails, and the following spare sails											

EQUIPMENT No. 38037				LETTER a + /				ANCHORS.				TONNAGE U. D.K. OR PLATING No. FOR TRAWLERS									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.		Makers.		Where and when tested and Superintendent.	
				Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.					
27916	1st Bower ...	69	2	14	Stockless			53	12	2	0	68	qrs.	-	-	Byer's Improved Not Stated		J. P. H. S. 14-3-24			
28159	2nd " ...	67	2	0	"			52	7	2	0	68	-	-	-	" " "		J. H. Buister 14-5-24 " "			
28118	3rd " ...	59	0	0	"			47	15	0	0	58	2	-	-	" "		" " 2-5-24 " "			
	Collective weight.	196	0	14	1			1			194	2	-	-							
58062	Stream	19	0	14	4 3 14			19	19	2	21	19	0	0	Rodgers		Earle of Dudley, J. P. H. T. 7-4-24		R. O. W. L. " n. a. Dwyersdale		
	Kedge																				

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	40-2-0	44-2-14	712, 5255.	J. G. Baker.	1-12-23.
	2nd "	38-2-2	42-2-0	" 5403.	M. Malcolm	31-3-24.
	3rd "	34-2-8	38-0-0	" 5426.	"	7-4-24.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material	Length and size supplied.		Breaking Test of Steel Wire Towline.	Length and size per Table 31.	
			Supplied.	Per Rule.					Length.	Ins.		Length.	Ins.
58592	105 1/2	2 1/10	96 1/2	134 1/2	280-0-0	280-1-4 3/8	Shed Link, Earl of Dudley, J.P.H.T. 13-3-24.	WIRE	120	5 1/2	80	120	5 1/2
59021	15	"	"	"	40-2-2 1/2	40-0-4 3/8	" " " " " " " " " " " "	WIRE	2-90	2 1/2	13 1/2	2-90	2 3/4
59025	105 1/2	"	"	"	280-2-3	280-1-4 3/8	" " " " " " " " " " " "	WIRE	2-90	2 1/2	13 1/2	2-90	2 3/4
	14 3/4	"	"	"	37-3-0	40-0-4 3/8	" " " " " " " " " " " "	WIRE	2-90	2 1/4	15 3/4	2-90	2 1/2
	272 3/4	"	"	"	730-0-11	720-3-0	" " " " " " " " " " " "	WIRE	1-90	7	"	"	"
	90	5	73 1/2	"	"	"	" " " " " " " " " " " "	WIRE	1-90	7	"	"	"

Boats Two Lifeboats 26'0". Gig = 18'0". Jolly Boat = 17'9". Steering Gear, Steam
Pumps, Number One to top of fore peak tank. Diameter of Barrel 3 1/2". State whether they are in efficient working order Yes.
Windlass is Harfield & Co. Ld. Capstan Eleven steam winches.
Engine Room Skylights—How constructed? Steel plates & angles. What arrangements for deadlights in bad weather? Steel flaps & bulls eyes.
Coal Bunker Openings—How constructed? None. How are lids secured? Height above deck? 8 Scuppers each side of 2nd Deck.
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 20. Freeing Ports each side = 4'11" x 1'6".
Ceiling in Holds, thickness and material Pine 2 1/2". Under hatch covers & bilges Cargo Batts, thickness and material Holds & Lower 'Tween decks Pine 6" x 2".
Cargo Hatchways—How formed? Usual construction:—plates & angles. Hatches, If strong and efficient? Pine 3" x 2 1/2".
State size No. 1 Hatch (Forward) 27'0" x 20'0". No. 2 Hatch 42'0" x 20'0". No. 3 Hatch 31'6" x 20'0". No. 4 Hatch 23'7 1/2" x 20'0".
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 & 3 = 5 webs, No. 2 & 4 = 7 webs, No. 4 = 3 webs.
No fore & afters.
No. of Breasthooks Two, 3 stringers. No. of Crutches Deep Floors.
Bulwarks, height above deck and description Steel 4'6" x 25". Main Rail, material and size B.A. 7 x 3 1/2 x 44.
The foregoing is a correct description.
Builder's Signature (here only) SWAN, HUNTER & WIGHAM RICHARDSON, LTD. Surveyor's Signature Thomas S. Shute.
Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)
1923:—April 13, June 13, 20, July 26, Aug 27 (E), Sep 6, 7, 10, 28, Oct 12, Nov 1, Dec 11, 14, 1924:—April 1 (E).

Workmanship. Are the butts of plating planed or otherwise fitted? Planed & overlapped.
Is the riveted work properly closed? Yes.
Are the liners between the frames and plates solid single pieces? Joggled frames. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes. Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes. Do any rivets break into or through the seams or butts of the plating? Very few.
Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? Yes.
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests Satisfactory.
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests Satisfactory.

General Remarks (State quality of workmanship, &c.) This vessel has been constructed in accordance with the approved plans, the Secretary's Letters as indicated above & in other respects in conformity with the Society's Revised Rules & Regulations, with the Owner's consent.
The material & workmanship are good.
The tunnel & N. J. bulkheads were holed & found to be satisfactory.
The double bottom tanks, &c. the feed water tanks in the machinery space, have been constructed for the carriage of oil fuel. Cofferdams in the D.B. have been fitted at the ends of the feed water tank & round the oil drain tank & with the latter all tested as required by the Rules.
The freeboard assigned in the Secretary's Letter dated 22nd July 1924, has been duly marked & verified on the vessel's side. Newcastle Freeboard Report No. 78099.
The requirements of Section 35 of the Revised Rules have been carried out.
The approved plans (15 in number) are enclosed.
This is a duplicate vessel to the M.V. "Silverpine" No. 1231 by the same builders.
Newcastle 1st Entry Report No. 78039.

The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with F.E. Report showing vessel as built. Name "Silverpine"
The amount of Entry Fee ... £ 9 : 0 : 0 Fees applied for, 19 Aug 1924
Special Survey Fee ... £ 328 : 1 : - Received by me, 25 Aug 1924
Travelling Expenses, if any £ 11 : 0 : 0
Freeboard 11 0 0
State whether the Vessel has been built under Special Survey Yes.
I am of opinion this Vessel should be Classed 100 A.1
With, or without Freeboard, as condition of Class
Thomas S. Shute. Alex. Munro
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character assigned
FRI 5 SEP 1924
100 A.1
with freeboard
Lloyd's A.S.B.P.
+ L.M.B. 8.24
oil engines C.L.
© 2020
Lloyd's Register
002562-002576-000212

This vessel is of the complete superstructure type with tonnage opening at the after end = 5'-3" x 20'-0". Poop & Forecastle are both fitted on the Upper Deck.

a "Star Contra-propeller" was efficiently electrically to the Rudder Post. This is made of cast steel, manufactured by the "Limited Co" formerly the Skoda Works, Pilsen. & the castings were stamped:—

Lloyds
C.R.H.
209
28-3-24

The retest of one length of chain cable indicated on Page 3, under the cable outfit, was in consequence of an accident which took place on the trial trip of the sister vessel, S.S. "Silverpine" (No. 1231) on 19th June 1924, when the port anchor was being dropped & the cable parted at the 1st shackle. The anchor & 1 length of cable were lost. The pin of the shackle was afterwards found on the forecasle. The 2nd length, intact, but slightly damaged, was repaired, retested & transferred to the "Silverlarch".

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 29.3 ft., B.O.D. ft., Bridge ft., Forecastle 39.8 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *No Bridge Deck.*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book) *2 D^{ns} (S^{pl}). 3rd Dⁿ (S^{pl}) in Holds. Cruiser Stern.*

Official No. *147,710*; Signal Letters

State if Machinery is fitted aft *No.*

How are the surfaces preserved from oxidation? Inside *D.B. Tanks = cement fillets & fed water tank. Remainder of inside = paint.* Outside *Paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	62'-6"	72	Fore peak tank,	—	129
Double bottom, under Engines and Boilers, Machinery Space.	49'-10"	147	After peak tank,	—	263
Double bottom, if under Engines only,			Deep tank, aft,	42'-0"	1038
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	242'-3"	924	Other tanks, if fitted,		
Total capacity of double bottom		1143.	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. *Yes.*

Order for Special Survey No. *5053*

Date *1 Oct. 1923.*

No. *1233*, in builder's yard.

Dates of Surveys held while building

1923. Sep. 6. 4. 17. Oct. 26. Nov. 8. 1924. Jan. 15. 23. 30. Feb. 8. 12. 22. 24. 28. Mar. 7. 11. 13. 18. 25. 28. 3. 9. 16. 29. May. 9. 13. 21. 23. 27. 30. June. 3. 4. 11. 14. 16. 17. 19. 21. July. 1. 2. 3. 4. 9. 10. 14. 15. 17. 18. 21. 23. 30. Aug. 5. 8. 11. 12. 15. 19. 20. 25.

Total No. of Visits *58*

Surveyor's Signature

Thomas, S. Shute

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